

The Trainmaster

November,
1997



The Official Publication of the
Pacific Northwest Chapter,
National Railway Historical Society
Portland, Oregon

November Meetings:

Board of Directors Meeting:

November 13th, Room 208, Portland Union Station, 7:00 PM

Membership Meeting:

November 21st, St. David's Episcopal Church, 2800 S.E. Harrison, Portland, 7:30 PM

SLIDE AT MILEBOARD 708

From customer bulletins used by permission of BC Rail. Edited by Glenn Laubaugh

June 6, 1997 Customer Bulletin

Mile 708.0 Landslide

BC Rail was hit by another massive landslide on the Fort St. John Subdivision on June 3rd, 1997, this time at Mile 708.0. This one occurred on the side slope of the Pine River, about 10 miles south of the previous Taylor slides which were along the Peace River.

THE MAGNITUDE OF THIS SLIDE IS ENORMOUS, FAR EXCEEDING THE PREVIOUS TWO AT MILE 716.4 AND 715.7. THE TRACK HAS DROPPED BY BETWEEN 60 AND 80 FEET OVER A LENGTH OF ABOUT 1,100 FEET.



Minor grade movement was occurring on Monday of this week and track forces were lifting and surfacing the track on Monday and again on Tuesday. On Tuesday evening the track had sunk by a foot and was declared impassable. As of 16:00 Wednesday afternoon the track had sunk about 3 to 4 feet. Over the next 12 hours the grade failed completely along a steep, saturated clay seam and a massive landslide resulted in the grade and track dropping by between 60 and 80 feet. The top of the grade failure extends up to 80 feet above the original track level on the uphill (west) side; and the toe of the landslide is about 150 to 200 feet below track

level and about 1,000 feet to the east, toward the Pine River.

The only option to restore the line is to construct a grade revision via a massive cutslope excavation into the sidehill. In order to achieve a reasonable permanent alignment, the grade revision will have to extend in excess of 2,000 feet at track level, cut into the slope in excess of 60 feet and will consist of approximately 500,000 cubic yards of excavation. The complete excavation and grade re-construction for the final track revision will take over a month. In order to expedite the line re-opening, the excavation will be done in two stages. The first stage will consist of excavating the minimum amount required (approximately 100,000 cubic yards) to carve out a 30 foot wide bench along the cutslope, at track level. Once that is done we will shoo-fly the track over onto this temporary alignment and resume train operations, although some operational (locomotive, car and train length) restrictions may have to be applied. Once traffic is restored on the temporary bench, we will continue to complete the rest of the excavation, working around train traffic, until such time the track can be lined over to the final alignment.

THE CURRENT ESTIMATE TO COMPLETE THE TEMPORARY BENCH AND MAKE THE LINE PASSABLE IS 18:00 MONDAY, JUNE 16TH. The work on the final revision will carry on into July.

As with the other slides, we will be double-shifting and working around the clock on the excavation. Several D-8 dozers and backhoes are already working on-site roughing in the top haul road and the scrapers are being transported into the 708. A full scraper show with 6 scrapers and 3 push-Cats will be underway this afternoon.

I will continue to provide updates as the work proceeds.

W.C. Banks

Mile 708.0 Update as of June 12, 1997

Previous Bulletin is attached

I regret to advise that conditions in the area of our most recent landslide at Mile 708 of the Ft. St. John Subdivision have worsened dramatically.

We were attempting to expedite the line opening date by carving out a temporary bench along the cutslope and then move the track over onto this alignment. However, over the past 24 hours, the entire slope above the bench excavation began to fail and has now caved in on top of the work already completed.

After inspecting the site, we find that we now have no choice but to go to the very top of the slope, about 100' above the original track level, and complete the entire excavation of over 500,000 cubic yards of earth before the line can be reopened.

OUR CURRENT ESTIMATE IS THAT THE LINE WILL REOPEN ON FRIDAY JULY 11TH.

We have ordered additional equipment and by late today, we will have 11 scrapers and 8 D-8's working on the site. Double shifting will continue around the clock until the work is completed.

Further updates will be provided as work proceeds.

W. C. Banks

Vice President

Sales & Customer Service Delivery

June 27, 1997 - MB 708.0 Update

WE REMAIN ON-TARGET TO ACHIEVE TRACK PASSABLE BY FRIDAY, JULY 11.

The final alignment has now been field surveyed concluding that the scope of the revision is even larger than initially estimated.

The length of the revision is over 2,000 feet long and the total volume of material to be excavated is now estimated to exceed 800,000 cubic yards rather than the 500,000 cubic yards first estimated.

As a result additional equipment has been mobilized and we presently have 15 scrapers and 10 dozers double-shifting, around the clock, seven days per week.

Since my last update on June 11, the excavation has been brought down about 35 to 40 feet. We have experienced a few days of rain over the past two weeks, which has caused us to lose 3 days of production. Because of the increased scope of the work and the weather delays, the final excavation is expected to carry on for at least a week beyond July 11. Commencing immediately steps are being taken to re-open the line by July 11 with the final trimming work being completed after the line is re-opened for traffic.

W.C Banks

Vice President

June 28, 1997 MB 708

I regret to advise that on Saturday, June 28th we experienced yet another landslide at Mile 708.0 of the Ft St John Subdivision.

The slide was a direct result of very heavy rainfall in the area late last week which had already halted excavation work for two days.

The latest slide occurred at the south end of the present worksite and extends for 500 feet. The damage caused to the side slope will now require a substantial lengthening of the grade revision already in progress.

EARLY ESTIMATES ARE THAT OUR LINE RE-OPENING MAY HAVE TO BE DELAYED UNTIL JULY 25TH.

Senior Engineering staff are now on site conducting a comprehensive inspection of the entire area. Their inspection will be completed by July 2nd, and I will be able to provide you with a more accurate assessment at that time.

W.C. Banks

Vice President

Sales & Customer Service Delivery

MB 708 July 4, 1997 Update

As a result of the second slide at Mile 708.0 on June 27th, the estimate for line passable was changed to July 25th, 1997, as reported to you in my June 30th update. An on site inspection has now confirmed the July 25th date for the resumption of rail service.

The second slide has extended the track revision by a further 1,300 feet and increased the overall excavation to over one million cubic yards. Wet weather in the area continues to hamper progress.

In addition to the increased scope of work, the weather of late has not been co-operating. In the first 3 weeks, since the June 3rd landslide, we only lost 3 shifts of work due to wet weather. However, in the past week, we have had rain on 4 days which has resulted in 6 shifts being lost. Any significant amount of rainfall turns the ground surface into slick mud and prevents the scrapers from operating.

In order to compensate for lost shifts, we are mobilizing more equipment to the site. Within the next 24 hours, we will be bringing in 6 more scrapers and 4 more dozers from Fort Nelson, which will increase our fleet up to 35 pieces of heavy-duty equipment (21 scrapers and 14 dozers). We will, of course, continue to double-shift the equipment, seven days a week, until the line is re-opened.

W. C. Banks

Vice President

Sales & Customer Service Delivery

MB 708 July 22, 1997 Update

Notwithstanding we experienced an intense thunderstorm with heavy rainfall last Sunday and another thunderstorm last evening, I am pleased to advise that excavation work at Mile 708.0 has been completed, the sub ballast has been placed, and track construction is now underway.

Although inclement weather continues to hamper construction, we still expect to complete the work and re-open the line late Friday, July 25th, 1997. If there is any significant change to the scheduled re-opening, you will be notified.

Sales and Customer Service Delivery staff have developed an operating plan focused on moving empty cars and backlogged tonnage with priorities being established on a commodity by commodity basis. Should you have any questions regarding the operating plan, please contact your Account Manager or Customer Specialist.

Wayne C. Banks
Vice President
Sales & Customer Service Delivery

From the Desk of the President

by George Hickok

The Light on the End of the Train

My memory of a passenger train passing in the night includes lights in the windows, the clatter of the wheels, a wisp of steam from the end of the steam line, and the red oscillating Mars signal light blinking on and off long after the train had passed.

Others can no doubt tell about the history of these lights, and about the Mars signal company that made them. My purpose here is to let you know that our equipment running on the W&P is displaying a working Mars signal light on the rear end.

My late father, Nelson Hickok, obtained one of these lights from the Union Pacific in about 1972. I don't know anything about the history of this particular light, although I like to think it was used on the Portland Rose, or the City of Portland. The light sat for many years in a closet, and when Dad moved to a smaller home, the light came to me. Last year, I offered the use of this light to Bob Melbo of the W&P railway. For several of the trips this year, the light has been shining brightly from the rear end of the MT Hood.

If you are not familiar with these lights, the working mechanism is quite complex. It's very similar to the mechanism used for the oscillating locomotive headlight.

A large silver reflector (nearly twelve inches in diameter) with a 250 watt locomotive headlamp bulb is mounted on double gimbals. These are driven by a worm gear reduction motor, which produces the distinctive flat figure eight motion, which

causes the beam to sweep from side to side. The light is very bright, and through the large red lens can easily be seen for a very long distance.

The light is designed to hang on the gate at the rear of the train, and gets power from the 32 volt DC trainline connector. One of the problems with using the light is that not all of the cars used in the train have 32 volt trainline connections.

I hope that persons who see our cars will make note of the light on the end of the train, and perhaps remember the passing of passenger trains in the night.

President Appeals for Funds

As many of you know, the excursions we have run this year have not made very much money. We have also had some expense for materials used to repair several of our passenger cars. In spite of a number of very generous donations of both cash and materials, the Chapter is running short of money.

Several times this year, we have had to dip into our savings to pay operating expenses. There is little else we can do: we have not been in a position to do otherwise. Although I expect things to improve in the long run, we could use your help to get us through the rest of the year.

One of the biggest expenses we have is for insurance. The Board recently reviewed our insurance situation, following a reduction in our premiums. In part because we have not made any claims, we have been able to get

lower rates. Selling equipment also reduces our insurance cost, since we have less equipment to insure.

As a 501(3)c non-profit corporation, donations to the Chapter qualify as charitable contributions, and the resulting tax deduction may reduce your tax liability.

There is another way in which you can increase the value of your donation. Many companies offer employees (and former employees) a matching program, where the company will match your contribution to non-profit organizations. If you are considering a donation to the Chapter, please check with your employer, and see if a matching program is available. With only a little effort on your part, you may be able to double the value of your donation to the Chapter.

I recently made an appeal to our bondholders to consider donating their bonds to the Chapter. So far, we have received over \$2,000 in donations as a result.

We are moving into a new era for the Chapter. I'm very excited about our future, and hope that your generosity will help to bring the dreams to reality. We have a number of very exciting programs under way, and more to come in the near future. Thanks for your consideration.

Making Contact

I know that a number of you are not able to come to our regular Chapter meetings, and yet you have a question or a concern you would like to discuss

. Here is an easy way for you to get a response. You can either call my home (503-

Note Cards Available

The Pacific Northwest Chapter has some souvenir items from the April Board of Director's meeting for sale.

The 100th Anniversary Union Depot Note Cards that were given as Banquet favors are available by mail order. These depict a painting by J. Craig Thorpe showing the SP&S 700, Union Pacific train, Amtrak engine, and SP 4449 with the Union Depot in the background. A set of six cards with envelopes sells for \$7.50 plus \$1.00 postage.

We also have a limited quantity of the polo shirts

649-5762), and leave me a message - I will call you back, although it may take a few days. (I'm often out of town on business, and sometimes can't respond remotely.) My answering machine also has a limit on the length of a message. If it cuts you off, you can always call back and leave a continuation of your message.

I also carry a digital pager, which is on 24 hours a day, seven days a week. If you have an urgent issue, you can page me. Use a touch tone telephone, and call my pager at (503-202-3537). After the short message and the beep, use the touch tone keypad to enter the phone number you want me to call. Then enter the Pound sign (the "#" key next to the number zero key) - this will tell the computer that you are done entering the phone number, and will send the page.

Please include the area code - I get pages from all over the area, and it saves a lot of phone calls if I don't have to hunt around for the right area code to call back. If you do not receive a response within 20 minutes, please page me again. The technology is great, and it doesn't always work. There are places where the signal doesn't get through, so please try again if I don't respond.

I also carry a cell phone, but I only use that to answer pages when I'm away from a phone, so I don't bother to publish the cell phone number.

So don't fret: call me if you have a question or a concern. I'd love to have the opportunity to talk with you.

with a pocket left. These are light gray color poly-cotton 50-50 blend in sizes M, L, &XL. On the right front they show our PNW Chapter logo of the Union Depot clock tower. The back side shows an original design with Portland's three steam locomotives (SP&S 700, SP 4449, and UP 3203) and the Union Depot in the background. These shirts are priced at \$25, plus \$3 shipping.

Orders may be sent to:
Pacific Northwest Chapter, NRHS
Room 1, Union Station
800 N.W. 6th Avenue
Portland, Oregon 97209-3715



BNSF Items

from press releases by the

Burlington Northern Santa Fe Railway

FORT WORTH, Texas, August 29, 1997 -- The Burlington Northern and Santa Fe Railway Company (BNSF) today announced it has sold approximately 79 miles of branch line track northwest of Centralia, Wash., to the Puget Sound & Pacific Railroad, a division of the Arizona & California Railroad Company. Terms of the sale were not disclosed.

Effective 12:01 a.m. August 30, 1997, Puget Sound & Pacific will begin operations on the line, which extends from west of Centralia to Aberdeen/Hoquiam, and the Bangor Subdivision from Elma to Shelton. Puget Sound & Pacific also assumes operating rights over the 48-mile U.S. Navy line north of Shelton. The company has established its operating headquarters for the new railroad at Elma, Wash., 27 miles west of Olympia.

"The new line fits perfectly with our growth strategy of focusing on short and regional railroad lines in the West," said David Parkinson, chairman and chief executive officer of Puget Sound & Pacific. "The growth potential of the line particularly in the Grays Harbor area is very positive."

According to Parkinson, the Puget Sound & Pacific expects to handle approximately 8,000 carloads annually. Commodities include lumber, plywood, pulp, chemicals, feed grains, fertilizers, aluminum and other metal products, scrap metal, wood chips, logs and special components for the U.S. Navy.

The line was offered for sale in May as part of BNSF's ongoing asset evaluation program. BNSF announced in February 1996 that it would sell approximately 4,000 miles of light-density lines over the coming years.

Union Pacific Update

from press releases by the

Union Pacific Railroad

OMAHA, October 8 -- Union Pacific Railroad Company and the City of LaGrande today announced the settlement of the ongoing litigation among the City, residents of

LaGrande and the Railroad relating to diesel contamination in the vicinity of the railyard in LaGrande, Oregon. Specific terms of the settlement are confidential. The Railroad and the City remain committed to the ongoing remediation process administered by the Oregon Department of Environmental Quality. To that end, as part of the settlement, Union Pacific and the Oregon Department of Environmental Quality will evaluate state-of-the-art technologies, including bio-sparging and bio-venting with groundwater depression technologies, as a way to effectively deal with the residual diesel product remaining at the site. This testing and evaluation will occur within an area of approximately 10 acres of non-railroad property. The Oregon Department of Environmental Quality will work with Union Pacific and representatives of the community to devise an expedited schedule to determine the application of these technologies to the contaminated areas not on railyard property. In addition, Union Pacific will install additional recovery units in specific locations within the residual diesel plume area. The objective of this effort will be to remove additional diesel from the subsurface.

W&P / P&W Items

from information provided by Bob Melbo of the **W&P and P&W railroads**

The W&P has a tentative agreement with D.J. Joseph Company to lease 100 new 73 foot centerbeam flat cars to be built by Gunderson (of Oregon) in December and March. The new cars will carry WPRR reporting marks and will be painted G&W orange. They will be eligible for loading by shippers on both the W&P and the P&W.

Although there is an ongoing project of laying ribbon rail on the former Southern Pacific west side brach, it will not interfere much with regular train traffic. Most of the traffic on the line runs at night, and the contra

"From the Wire" contains bits and pieces from various news sources. Contributions are welcome, but sources close to the point of origin are preferred to insure reliability and accuracy. Please address correspondence given for the Trainmaster editor on page 7.

Mailbag



Portland Rose on Hardware Calendar

As I look up at my August Orchard Supply Hardware calendar, I see Gil Bennett's painting of the Portland Rose going along side the Columbia in early dawn in 1949. Giving poetic license for the description of passengers still sleeping, I was wondering how that could be? My 1969 Official Guide, the last listing I think of the Portland Rose, has it leaving Portland at 7:00 am. Perhaps it was similar in 1949. Anyway, how can people be sleeping under any condition unless they went to bed after boarding in early morning?

I guess the real question is, did the Rose have evening boarding the night before so it could leave at dawn? If so, the description could be accurate. If not, I would guess most people were crowding the dining car for the "first call to breakfast." Anyway, it is a nice picture and, yes, I can smell the early morning dew, the woods, and the river. It is very quiet accept for the train, which I will be able to hear for the next 10 minutes as it recedes up the river. Nice picture, Gil. Good timing for my Portland trip to the past.

Gary Collins, Boulder CO.

Chartreuse Caboose

I am a Civil Engineer who presently works for MSNBC, the cable network of NBC and MicroSoft. I have always searched for information on a certain locale in the Eugene Oregon area. Back in 1960, there was a 'bomb' of a movie filmed in and around Eugene, called "Chartreuse Caboose" and starred Edgar Buchanan - later known as 'Uncle Joe' on CBS-TV's "Petticoat Junction" series. The movie was centered around an unmarked switcher engine traversing the Eugene countryside.

The route was a single-track line and passed over river gorges on several single-track steel truss bridges. Would you have any idea where this locale was, if the area is presently accessible, and around that same

time frame (1959-1960), which railroad operated that branch line?

The movie used a diesel SW-1, not a steam engine, and somewhere nearby, there was a pretty good sized rail yard. The story was about a millionaire hobo, who secretly owned the line, but rode the rails dressed as a bum out of his love for trains. The final shots of the film took place in a busy, bustling rail yard, close by Eugene as the movie's credits list the "Eugene Film Studios" which I'm sure has been long gone since the early 1960s! Movies aren't like that today, where name brands are cleverly worked into the film. In those days even the logos and markings on the engine were cleverly covered up or painted over just for the filming!

The film, by the way has been unavailable since 1969-70. The negatives were destroyed in a water pipe break in one of the film vaults at Universal in the early 1970s.

I look forward to hearing from you or members of the group.

Thank you very much for responding, and if I can be of service to you here in the east, please let me know!

Cordially,

Dale D. Mikolaczyk

920 Foote Avenue

Duryea, Pennsylvania 18642-1612

(717) 457-6087 home

(201) 583-5599 work (MSNBC Television Network, New Jersey)

PAGER: (800) 790-5231 (Your best bet as I have a 3 hour commute each way each day + I'll call you back toll-free!)

[Upon examination of the film obtained via exchange with a television station that had a tape of it in their archives, the film actually features a Southern Pacific GE "70 Tonner", not an SW-1. It also includes a few shots of a railroad covered bridge. My guess is the SP's "Wooden -Axle Route" from Springfield to Lebanon, but that is just a guess. -G.L.]



The Trainmaster

is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in the *Trainmaster* do not express the official position of the organization on any subject unless specifically noted as such. Material from the *Trainmaster* may be reprinted in other publications provided credit is given as to the source.

The NRHS was formed in 1935 to preserve historical material and information pertaining to railroad transportation. The Pacific Northwest Chapter, one of more than 170 affiliates, was formed in 1955 as a non-profit Oregon corporation. Any person age 16 or older with an interest in railroad history and transportation is eligible for membership.

Please address contributions, correspondence, and exchange copies of newsletters to:

Attn. TM Editor

PNWC-NRHS

Room 1, Union Station

Portland, OR 97209-3715

Voice: (503) 226-6747

Fax: (503) 230-0572

E-Mail: pnwc@easystreet.com

ISSN: 0041-0926

Editor: James Loomis

Associate Editor: Glenn Laubaugh

Circulation:

Chuck Storz, (503) 289-4529

Please be sure to inform the membership chair at Membership Services, PNWC-NRHS, P.O. Box 2384, Portland, OR 97208-2384 of any changes in the status of your address.

Membership

in the Pacific Northwest Chapter, National Railway Historical Society is available as follows:

Regular: \$32 / year

Joint: \$40 / year

Membership prices include National Membership as well as membership in the local chapter. For more information, please contact the membership chair at the above address or phone number.

Trainmaster Contributions:

Contributions for the *Trainmaster* are most welcome. Deadline for each issue is the 20th of the previous month. Last minute additions may be made after that time, but publication can not be guaranteed. Contributions should be sent to the address, e-mail address, or fax at the top of this column, or be left in the mailbox in the door of Room 1, Union Station. Typed or word-processed material is preferred for legibility.

Chapter Timetable #422 - November 1997

Regular Board of Directors Meetings:

Thursday, November 13th, 7:00pm; Thursday, December 11th, 7:00pm. Room 208, Union Station. These meetings are scheduled on the Thursday evening of the week prior to the monthly membership meeting.

Monthly Membership Meetings:

Friday, November 21st, 7:30 PM; Friday, December 19th, 7:30 PM. St. David's Episcopal Church, 2800 S.E. Harrison. These meetings are conducted on the third Friday evening of every month. Most of the time, the programs follow the general business meeting.

Library/Archives Work Session:

Contact **Bob Weaver (654-4274)** for more information.

Chapter Library Open Hours:

The Chapter's Railroad Research Library, located in Room 1 of Union Station, is staffed between 1:00 and 4:00 PM on usually two Saturdays a month. Library is scheduled to be open Saturday, November 22, and Saturday, November 29. Call Jim Loomis (253-3926) for appointments, if this is a difficult day and/or time for you.

Upcoming Membership Meetings Programs :

November: BC Rail Video, part II

December: To Be Announced

If you have any programs that you feel would be of interest to the Chapter, Please contact Bob Terkelsen at (503) 399-1882.

Upcoming Area Railway Events:

The Mt. Hood Model Railroad Club will hold its open house during the 2nd and 3rd weekends in November (8th, 9th, 15th &16th).

The Clumbia Gorge Model Railraod Club will hold its annual open house on all weekends in November.

- Contributed by Maxine Rodabaugh

Committee Chairs

Activities: Darel Mack, (503) 654-5017
Meeting Program Coordinator: Bob Terkelsen,
(503) 399-1882
Bylaws: Janet Larson, (503) 253-7436
Concessions: Marilyn Edgar, (503) 236-7271
Excursions: Irv Ewen (503) 232-2441
Finance: Bob Terkelsen, (503) 399-1882
Library & Historical Foundation: Jim Loomis,
(503) 253-3926
Membership: Ralph Johnson, (503) 654-1930
Museum: Glenn Laubaugh, (503) 655-5466
Public Relations: Gerald Schuler,
(503) 285-7941
Publications: *Vacant*
Rolling Stock: Richard Grey, (503) 657-8250
Chief Mechanical Officer:
Peter Rodabaugh, (503) 771-8545
Car Rental Agent:
Bob Jackson, (503) 231-4808
Ad Hoc Property Development: *Vacant*
Ad Hoc "Union Station": Terry Parker (503) 284-8742
**Chapter Representative, Portland Rail
Equipment Advisory Group:**
Frank Weiler, (503) 774-3319

Chapter Officers

President ('97): George Hickok, (503) 649-5762
Vice-President ('97): Bob Terkelsen, (503) 399-1882
Secretary ('97): Doug Auburg (360) 694-7769
Treasurer ('97): Janet Larson (503) 253-7436
National Director ('94, '95, '96, '97):
Gerald Schuler (503) 285-7941

Directors-at-Large:

Brent Larson ('94, '95, '96, '97): (503) 253-7436
Ralph Johnson ('96, '97, '98): (503) 654-1930
Bob Jackson ('97, '98, '99): (503) 244-4440
Dick Ordway ('92 thru '97): (360) 834-2073
John Willworth ('97, '98, '99): (503) 284-8628
Frank Weiler ('96, '97, '98): (503) 774-3319

The TRAINMASTER
Pacific Northwest Chapter
National Railway Historical Society
Room 1, Union Station
800 N.W. 6th Avenue
Portland, OR 97209-3715

Address Service Requested

NON-PROFIT
ORGANIZATION
U.S. Postage
Paid
Portland, OR
Permit No. 595